



B. Prov. Miscellanea

## BIBLIOTEGA PROVINCIALE

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#### DESCRIPTION

OF A

### NEW IMPROVED CHART

OF THE

# ISLANDS OF SHETLAND

TO WHICH ARE ANNEXED

THREE COPPER PLATES WITH THE APPEARANCES
OF THE LAND

AND

A SPECIAL CHART

R TOO

# VALEY-SOUND,

A HARBOUR ON THAT COAST

PUBLISHED

FROM THE ROYAL DANISH MARINE ARCHIVES FOR DRAUGHTS AND CHARTS

BY

P. de LÖWENÖRN, Abjutant-General, Captain-Lieutenant, and Directo of the Archives

Price one Danish dollar.

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n an Expedition in the Northern feas last year, I had an opportunity to make feveral Observations, in passing by the Islands of Shetland; and having found them fo very wrongly and differently placed, as to Latitude and Longitude, in all the usual Sea-Charts, and likewise greatly disfigured, I thought it important to publish the present improved one.

As to the configuration of these Islands, I have with little or no alteration chusen to follow an English Chart called: A new hydrographical survey of the Islands of Shetland, by Captain Thomas Preston, with many improvements and additions and the failing directions. London printed for R. Sayer and Bennett. Decemb. 1781. For in failing all along and partly round thefe Islands, I could by this Chart know every Point, Island, Inlet &c., and found the Bearings from one Point to another in many respects very exact. But as to the Latitude and the extent of the Islands, I found it extremely incorrect. What still more surprized me, was that the Chart did not agree with the already known Observations. One of the most remarkable, is that made by Captain Phibbs on his voyage to the North Pole in the Tear 1773. He determines the Latitude of Nofs - Head or Hang - Ciff, a very remarkable Head-Land on the Island Nofz, on the East side of Shetland to be 60° 9'; and its Longitude 0° 56' 30" to the West of the Meridian of Greenwich. In the Chart it is placed at 60° 17' Latitude; confequently there is a difference of A 2

8 minutes. Almost the fame may be faid with regard to Fond-Litard, which is nearly fituated under the fame parallel on the West side of Shetland, but at fome diffance from the Coast.

This Chart places the middle of it, at 60° 12' Latitude; but according to Mr. Kerguelen de Tremaret (1) it lies at 60° 3'; which agrees very exally with an Observation made by my felf, whereby J found the Latitude of the Northern Point to be 60° 4' 20', and consequently the error is here 5.

As to Fair - Isle (2) Mr. Kerguelen fays: that he took particular care to escertain its Latitude, and found it to be 50° 27'. For my part I could not make any Observation in that respect, for want of clear weather; but from the evening that J was 2 or 3 miles right East cor: from the middle of Fair-Isle, and to the next morning, I stood exactly West corn at a distance of about 10 miles from the South Point of Foul-Island, J had steered 39' North by West eor: and the failed distance was 47 miles; which answers very exacily, when these two islands are placed under the here mentioned Latitudos. But then, according to the Scale I made use of in drawing this Chart, (and for which J shall explain my reasons in the sequel) Foul-Island must lie about a miles farther off from the Coast of Shetland, than it would do. had I only copied the English Chart. To this I was induced by several Bearings I observed of this Island to the opposite shore. And as a farther confirmation hereof, J have found in a Journal of a Danish East Indiaman, an Observation made for ascertaining the respective positions of the three Points, Foul-Island, the South Point of Shetland and Fair-Isle, This obfervarion agrees strictly with the position J have allowed the faid Points; only that this feems to place Foul-Island a little more Northerly than the abovementioned Observations.

Have

<sup>(1)</sup> vid. Relation d'un voyage dans la mer du Nord &c. fait en 1767 - 1768 par. Mr. de Kerguelen Tremarec; Paris 1771 pag. 152.

<sup>(2)</sup> On account of the pronunciation, it is called in the Danish Chart Fair-Hill. Shetland is spelled Hetland; and so on, for a few more names;

Have the Grind Rocks, J have fet down according to their polition from Foul-Island, as in the English Chart.

On my return home J fell in with the Coast of Sketland on the Northern side, where J made an Observation, that placed Ronar Hill or Biueberg at 60° 32' Latitude. In the English Chart it lies at 60° 52', an error of 20'.

Ronar Hill is a very high mountain, and may therefore in clear weather be seen at a great distance even over the Land, when Eastwards from Shetland.

I continued failing and observing along the Coast Northwards; and by the English Chart I could know and name every point as J passed. The Bearings feemed to answer very well; but at the same time my failed Distance quite puzzled me, when pointing in the English Chart, Night coming on, I kept cruifing till next morning with the intention to make more Observations. The following day J was so happy by fair weather, to observe the Latitude of Lambuels, a small flat island lying close before the Northermost Point of the Island Unft, the most northerly of the Islands of Shetland, to be 60° 45' 30". Mr. Kerguelen did also observe the Latitude of the North Point of Shetland, and found it 60° 44'; but when he made this Observation, he was 12 miles diffant, and of course he could only see the Highland, which is about one minute and a half within Lambnefs. I on the contrary, was near enough to fee the lowest Point, and our Observations agree very strictly; whereas the English Chart places this Point at 610 15' Latitude; a surprizing difference, that might extremely mislead any Seaman, who according to this Chart intended to fall in with it.

The next following day J made again an Obfervation clofe under the Out-Skerrist, four faull Islands or Rocks Iying at a little diffuse from Skritade on the Esft fide. According to this, the Northern one list at 60° 29' and a few feconds. In the English Chart it is placed at 60° 49'; again a difference of 20 minutes. The weather was on that day foggy by intervals; in 60 much that J could have no Bearings of the Land irfelf. Towards noon it cleared upbut foul weather foon after fetting in, J was obliged to pursue my voyage. Thefe are the direct Observations J have made on the Lisands of Shetland. By comparing them with the Latitudes indicated in the Chart, J could not at first conseive, how it were possible, that, the Latitudes being To very incorrect, and much more so on the Northern side than on the South, yet the Form of the Land did not thereby appear entirely altered; that norwithstanding, J had been able to know all the Points according to the Chart, and moreover, that on several places the Bearings of two points at once agreed very exally.

After several combinations, the Time-keepers I had on board, led me at last, I think, to the true reason. I had made an Observation on the Longitude the 24th of August in the afternoon at 3 o' clock, when I bore in with Ronas Hill on the West side of Shetland; and likewise one the 25th under the Island of Unft, and the 26th in the fight of the Out Skerries. In reducing these to the nearest point of Land in fight, I found by the difference of the Meridian, that the breadth of the Land here, was fet down in the Chart, exceeding by one third its real extent; and in taking, with regard to the Scale of Latitude, Captain Phibb's Observations on Noss-head, and mine on Lambness for my basis, I found exactly the same proportion, viz. that the Land was fer down after a Scale I part too fmall; that is to fay: Three minutes on that, will very nearly answer to two in reality of this improved Scale. On this account, I have drawn the annexed improved Chart of the Islands of Shetland, agreeing in every respect with the abovementioned English one, as to the configuration of these Islands; only with that exception: that Foul-Island is fet down a little more distant from the Land; and farther, that by placing the whole Land according to the Scale here enlarged by one third, the Latitude of the South Point, of the Land called Scant - Nefe, comes at 50° 52'; in the English Chart it is set down at 59° 50', which I also have followed, the not in the least determined by this affertion. But in Robertson's Navigation, which also afcertains the exact Latitude of the North Point, it is placed at 50° 50'; and the abovementioned Observations of the Danish East-Indiamen, the Bearings of which mutually agree, state the same Latitude. After all, it would be less a mistake in any regard, were it even set down in the Chart, a little too much to the South.

According to this adopted new Scale, the Latitudes of the Out Sterriss, on the one, and of Ronat Hill on the other fide, agree very fittilly with my direct Obfervations. As to the latter, there is a difference of little more than one minute; the new Scale placing it in my Chart so much more to the South. But who can pretend to the nicety of one minute, in Observations made on board a Ship? From this reason, and on account of the other proportions. I did not think proper to make any alteration on this head.

As to the Longitudes affigned in this Chart, J have placed Noft-head by the abovementioned Observations of Captain Philibs at or 5 of 30° to the Well of Greenwith; and the rest do in confequence depend on the new adopted Scale. But on considering the Observations of Longitude J made my felf, with the Time-keepers J had on board, J floulad rather fuppose the whole to be a few minutes more Westerly; which however can be of no importance, especially in this high Latitude, where the minutes of Longitudes are for small.

Although this Chart is, like the English Original, drawn after a plain Scale; yet as the whole Chart does not contain more than about one degree, and a half in Latitude, J have for the greater convenience fet down Scales of Longitude, the degrees of which are marked from Copenhagen, Greenwish, Paris and Pico; and these answering to the middle of the Chart, cannot produce any errors of consequence at both ends.

It is very important for thofe, who fail either from Norway to Shetland, see from thence to Norway, that its finuation be exally determined; not only with regard to the particular Points relative to themfelves, but especially to the Morth-Sne, betides their disfiguring the Land itself, so widely differ. The old Dutch Charts place Shetland between 45 and 50 Leagues wethwards from the Coast of Norway. In my opinion, as far as it can be yet determined, J think, that 54 or 55 is nearly the exast distance East and West between Noft-head and the nearest Coast of Norway. But the newest Chart of the North Sav viz. an English one of J. Thomson from the Year 1777, edmits a distance of about 68 Lesgues. A Danish Chart by one Edugs, has the same error, and gives besides these islands an other figure.

J must

J must not forbear observing, that when J was on the East fide of the Island of Uvfh, is appeared to me, as the several Bearing J made that day to different Points, or Cross Bearings, did not fully answer in the Chart; in so much that it may be hence concluded, they were not exactly set down at the respective Bearings and Distances. J am however obliged to acknowledge as before, that J could know every thing by the Chart as J passifed by. The Current too may have contributed to the seeming errors of the Bearings, as not answering from the different stations, especially as J happened to make my Observations two days after New Moon, when 'tis Spring Tide and the Current strongest. From this reason J fhall not presume to apply these Bearings towards making any alterations on this head, but leave it for as determined by the English Chair.

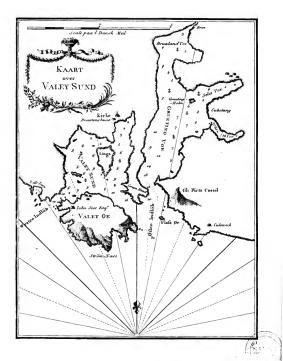
Some fishermen who came on board, told me, that the Flood which began that day to fet in at abont g o' clok, atturned round the North Point, running first to South East, and afterwards along the shore to the South; confequently the Ebb must run to the North. On the other Side of the North Point of the Main, the Current runs likewise along the shore; that is: the Ebb sets about North East corr; and the Flood the opposite way.

J found by several good Observations, the variation on the West side of the Islands of Shetland to be 26° 10' to 20'; on the East side 25° 30' to 40' Northwestring.

In the Englift Chart are fet down feveral Appearances of Land, to which J have joined fome more and collected them here together on three fheets. The Mark ?. Thews where two pieces fhould be joined, as their Length did not permit to place them in one; and \$\big|\$ fignifies a perfect feparation. J fhall fail! f there olica: j; that as to the Bearings of the Appearances of Land in the Englift Chart, J have reduced them to the now being variation of about 26°; they are also all of them reckoned on the Compass secording to this variation. In the English Chart the variation was fet down to be 20° 15′, but already in the Year 1781, it was certainly more.

In a corner of the English Chart is placed a special one of Valsy-Sound, which J have annexed here on a little separate plate, and from which J have likewise copied the following

Direc-



### Directions for Valey-Sound:

To fail in at the entrance called Enf.-Sound (which is the fafeft and wideft) when coming from the Welfward with the wind at W., at S. W. or at S. fleer in for the S. E. end of Paley-Inland, which is a high and bold Land; upon the High Land on the Main you will fee a large, round old Piil? Coffle, that is a very good mark; Leve-Pafp-Inland, which is a bold, barren Rock on the Starboard fide, and fleer N. by W. and N. N. W. nearly into Valey-Sound; where you will fee a large Island, called Linga; which you must leave on the Starboard fide. Haul up to the Northward, and you may anchor in 6, 8 or 10 fathoms, good ground; obferving not to come too near to the Welf flore for fear of the Sunten Rocks.

To come in at the West-Sound, the course is E. by N. There is a sunken Rock in the very middle of the outerpart of the entrance, over which there is water enough for a small Thip, tho' the sea breaks on it, because there is deep water round it. You may go on either side, and as you run in, keep over towards the Main or North side, to avoid a blind Rock, which is opposite to a Booth or Warehouse that shands near the Water side on the Island. This Rock lies nearest to the Island or South Store, and near to a small Island or Rock, whereon stands a time kin, and is also on your Surboard side. When you are past two small Island on your Larboard side, had to the Northward and anchor as before. This Harbour has the best outlet of any on the West fide of the Coust.

If you are defigned for Grueting-Vos, the old Pills Cofile on the hill is the bell mark; which keep on the Starboard fide. Steer boldly in between Flaft-Hand and Valry-Linand leaving Valry-Sound on the Larboard fide. The entrance of Grueting-Vos, does not discover itself fill you get the length of Green-Hand. This entrance or Channel is narrow, but has deep water, fo that you may haul boldly round, borrowing on the North Phore and fleer up N.E. by E. or N.E. § N. into the fill Vos where you may anchor from 14 to 7 fathoms water, and lie landlockd.

Se-

Several other Directions are mentioned in the English Chart which will be found here annexed; and at the fame time. J have thought proper to add those laid down in Colinis Great Britain's Confing Pilot.

Lerwick is the principal place on the Islands of Shetland, having a good and spacious Harbour. The entrance of Brassa-Sound, is easily known by the Islands of Braffa and Nofs, which are remarkable Lands. You may boldly fail into the Sound, there being no danger; run a little to the Northward of the town. and towards the Caflie nearest to the West fide, then anchor in 6, 8 or 10 fathoms. In Spring Tide the water falls and rifes about 8 and elfe 5 feet; the Current is not very strong; the Ebb sets to the North, and the Flood to the South. In the Northern entrance the Current is somewhat stronger. If you will fail out that way, you had best weighing anchor about with two thirds of the Flood; you must keep nearest to the West side, till you are past a small Island, called Holm of Cruifter, to avoid a funken Rock called Loafabar. When you come more Northwards, to the first narrow passage, there is a middle Bank, on which with low water, is but 12 feet; you may keep on either fide, but the best is to the West fide, where you may go pretty near the shore; then you get a broader Channel, but is foon narrowed again. Here it is necessary to steer well and keep near the Main fide, and a Rock called Seotland, in order to avoid some sunken Rocks, that lie on the Braffa fide. Being out between the Brethren and Beofier, you have a bold paffage.

Berween the Island of Braffa and the Head Land called Noul of Envist, lie four fafe Harbours, viz. Dalsi-For, Larkfris-For, Wardshfort-For and the Northernmoft Catforth-For, being the largedt and the belt; for there you ride Landlocked for all winds, and you may anchor in what depth of water you please from 3 to 14 fathous clear ground. The entrance into thefe Bays is not difficult; if you chufe, you may pafs in the middle, between the Bethen and Gress-Linda, lawing the latter on Starboard; you must be careful of a Rock on Larboard, called Toagrood. It is to be feen at half Tide; you may alfo go between Gress-Linda and Gillingti-Linda.

Sum-



Sumburg-Head is the South part of Shelland; between that and Fiffil-Head are three Bays; whereof Queendat Bay is the larged and beft, and eafy to fail in and out; you may anchor from 6 to g fathoms. The fea is open but to four points of the Compafs. A little Westward of Sumbarg-Head, is a small Bay, called West-Vest, where you may anchor from T to g fathoms, being safe for all winds except from the South to the South East.

Northward of Sumburg-Hond is a Bay called Eoft-Vos and lieth to S. S.W. having a good Road for all winds but for the N. E. As you fail in or out, you must keep a Cable's Length from the shore. There is an other Bay in this Bay, more Northwards (without doubt the Pool) having but 4 feet water.

If you are going farther to the North on the East fide, there is an Inlet, where are two Bays. The first is Lewenwick; as soon as you are past Cumla-Noft, and the Bay opens, you fail in and anchor from 7 to 8 stathoms. The other is Sandwick, which runs in North, and is a little Bay, where you anchor in 7 fathoms.

Between Muga Island and the Main is a Channel; Northwards from it is Aeth-Vos, having but to to 12 feet water. From Sumburg-Head to No-Neft the Flood runs Northwards, but from No-Neft to Brafty Litand Southwards, and the Ebb to the contrary.

On the West side of Sherland, about four miles from Fitsill-Head, lies the Lidand St. Niziam. This Island is join'd to the Main by a little sithmus of fund, which is oversflowed at some high Tides. To the South of the sithmus, and within the Island is a fair sandy Bay, where is a good Road to anchor in 7 to 9 sahoms; you may also ride Northwards of this Islahmus, with Easterly and Southerly whost.

To fail into Clift-Sound, you have Havery Islands on the Larboard fide, going boldly into the Sound and steering about N. by E. corr. Tragueal thursh will be your leading mark, in seeing it on the East side of Tondray Island, and you

you may anchor any where from 18 to § fathoms. When you are a breaft of Tondray Island and intend to go up to Stalloway, you must haul close to the East fhore, to fail over the Bar, on which there is but 12 feet at high water and which you then shall pals. There are still thete other entrances to Stalloway, viz. North Channel, Middle Channel and the South Channel, which is the best and plainest, between the Island of Oxna and Burra. You bring the Castle in N. E. § E. corr., which course you must steer in, keeping the Castle just open to the Southward of Green Island, which is round and high. This is a good leading mark, which carries you between Green Island and Mierry Holan in 4 fathoms of water; when you are past through, haul off, down in the harbour, before the town, where you will get st to 6 fathoms water, clear stand veround.

Somewhat Northerly on the fame fide of the Main, is the large Bay of Sr. Magnur; if you fall into it with a Westerly wind, and cannot get out, the best way to sive the ship is to run in at Sinerback; Aline, between the Islands of Mustle Roos and Vermantree; this is an Index to several good Harbours and you may anchor any where within these Islands.

Thefe are the Directions mentioned by Collin and in the Chart. To judge from the latter, there must undoubtedly also be good Harbours and Roads on the Northern part of the Islands of Sketland, if they were but known. Balta-Sound on the East fide of the Island Unft, is doubtless a very good Harbour and easly to enter; at least the Fishermen who were on board, assured me of it, offering themselves as Pilots.

Lastly J have in a Vignette beneath the title, represented the manner of fowling on Nofi Head; see Pennant's Arctic Zoology, or European Magazine for May 1780.

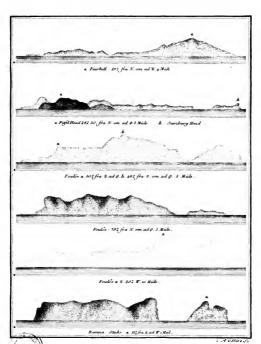
I shall conclude with the wish, that the improvements made in this Chart may be found as correct as uscful; but as to those parts where J could not have any Observations or good Leadings, J hope for a kind indulgence.

Est quodam prodire tenus, si non datur ultra.

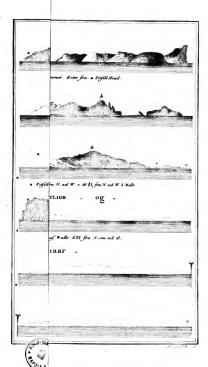
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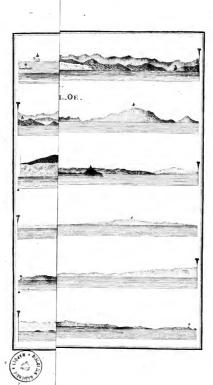


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